

Shipping.

STEAMERS

THE Steamship

"MOSSER,"

Captain Longley, will be despatched for the
above Port, TO-MORROW, the 27th Inst, at
DAYLIGHT.

For Freight or Passage, apply to

RUSSELL & Co.

Hongkong, 25th April, 1883. [333]

AUSTRO-HUNGARIAN LLOYD'S STEAM
NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG,
COLOMBO, BOMBAY, ADEN, SUEZ,
PORT SAID, AND TRIESTE.

(Taking Cargo, at through rates to CALCUTTA,
PERSIAN GULF PORTS, ODESSA, and the
MEDITERRANEAN PORTS).

THE Company's Steamship
"PANDORA,"
 Captain G. Sturli, will be despatched as above
TO-MORROW, the 27th instant, at NOON.
 For further Particulars, apply to
MELCHERS & Co.,
 Agents.
 Hongkong, 16th April, 1883. [29]

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND
PORTS, and taking through Cargo to New
ZEALAND, NEW CALEDONIA,
FIJI and TASMANIA.
THE Eastern and Australian Steamship
Company's Chartered Steamer
"GORDON CASTLE,"

Parcels (all of which must be sent to our Office
will be received up to 4 P.M., on the 11th May.
Contents and Value of Packages must be
declared.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Manchester, 10th April 1882.

SAILING VESSELS.

FOR HAMBURG, DIRECT.
THE 3/3 L. I. I. Danish Bark

"KJOBENHAVN,"
N. Maglebye, Master, shortly expected here, w
load as above and will have quick despatch.

For Freight, apply to **PUSTAU & Co.**
Hongkong, 4th April, 1883. [2]

FOR VICTORIA B.C. AND NEW
TACOMA W.T.
THE American Ship

"MERCURY,"
Panno, Master, will load here for the above Port
and will have quick despatch.
For Freight apply to

For Freight, apply to **RUSSELL & Co.**
Hongkong, 19th April, 1883. [3]
FOR SAN FRANCISCO

THE 3/3 L. I. I. American Bark
"PENOBSCOT,"

Eaton, Master, will load here for the above Port and will have quick despatch.
For Freight, apply to
RUSSELL & Co

Hongkong, 19th April, 1883.

FOR SAN FRANCISCO.

THE American Ship

"GUARDIAN,"
Fletcher, Master, will load here for the ab
Post and will have quick despatch.

For Freight, apply to **RUSSELL & Co**
Hongkong, 19th April, 1882. [

FOR SAN FRANCISCO.
THE 3/3 L. I. I. American Ship

R. Talpey, Master, will load here for the ab
Port, and will have quick despatch.
For Freight, apply to

Hongkong, 15th March, 1883.

FOR NEW YORK.

THE American Ship
"MARY WHITRIDGE,"
Master will lead here for the ab-

Freeman, Master, will load here for the
Port, and will have quick despatch.
For Freight, apply to
RUSSELL & C

Hongkong, 15th March, 1883.

FOR NEW YORK.

THE American Bark

"C. B. HAZELTINE,"
Gilkey, Master, will load here for the at
East and will have quick despatch.

For Freight, apply to **RUSSELL & CO.**
Hongkong, 10th March, 1883.

ISMAIL ELLIAS,
MILLINER & DRAPER, GENERAL DEALER

IN EUROPEAN GOODS, INDIA
SHOP-KEEPER, INDIAN USEFUL
ARTICLES OF CLOTHING,

ALL AT
MODERATE RATES.
No. 18, LYNDBURST TERRACE, HONGKONG

FRENCH Prints for Dresses, different
perna; French Embroidery, edging
insertion: Indian Malmal and Jagarnath C

Cotton Dhorias and Cotton Gauze; Quilts; Cloth; Gauze Flannels, different kinds; Shirtings; Flannels, Victoria Lawns, Table Cloths, and coloured; American Drills; Gentlemen's

Gauze, Under-shirts, Turkey, Towels, T
Cloth, Toilet Covers, Mosquito Net, Wi
Curtains, Ribbons of all sorts, Ladies' B
Children's Shoes, Combs, Stockings, B
Bottles, Perfumery, Soap, Candles, etc.

Cushions, Grenadine Silk, Gentlemen's Coats,
Gentlemen's Shirts, &c., &c., &c.
Hongkong, 20th April, 1885.

146. *Chrysomelidae* (Coleoptera) (continued)

the attempt to storm them, and also in all the operations for recovering or destroying the vessels sunk or stranded during the engagement (several times honourably mentioned in dispatches). As acting commander of the *Forster* he took part in the China war of 1860, acting as beach master, under Captain Borsae, C.B., at the landing of the army at Petang River, he commanded the boats of the squadron engaged in clearing away obstructions between the forts and the Pehlo River after they were captured by the troops (China Medal, Taku, clasp). He was three years actively employed as commander of the *Gorgon* in suppressing the slave trade on the east coast of Africa, and commanded the *Bombay* when she was destroyed by fire in December, 1864, being specially promoted for his gallant conduct on that occasion.

Mr. Archibald R. Colquhoun, lectured on the 14th inst. at the Edinburgh Literary Institute on his recent adventurous journey, made in company with the late Mr. C. Wahab, from Canton, by the Sinking River and Yunnan, to Bhamo, on the Irrawaddy. The main objects he had in view when he started on his journey were to test the present condition of the Shan States and Yunnan and the prospects of future trade extension there, in sailing the Sinking he was struck with three things: the large amount of piracy on the river; the number of ruined cities, denoting a past affluence and prosperity, which was destroyed by the great Mohammedan revolt; and the unfriendliness of the people to strangers. What struck him in travelling through Yunnan was the great difference between the south and the north. Hitherto Yunnan had been depicted to the European world as a wild, barren, and thinly-peopled country, offering few inducements to travel. But he found a description of the south an injustice. The valleys and plains, and also the plateau part, were most fertile, and covered with luxuriant crops. The valleys and plains were studded with innumerable villages, and having large cities with good houses and hostels, and the people were kind, civilised, and friendly. In the north the climate was inclement, in the south the reverse was the case—the climate being probably one of the most charming in the world. Everywhere in this region the people were friendly, and the culture of opium—about one-third of the whole land being devoted to its cultivation. In all, the travellers had a journey of 2,000 miles, 1,300 of which were through unknown country. A very interesting series of photographs and sketches were shown by the oxy-hydrogen light, which included views of Chinese temples, carvings, bridges, and scenery; photographs of mandarins and of the aboriginal inhabitants of Yunnan and the Shan States—the sketches of the men and women of the two latter-mentioned countries showing great diversity and interest in the methods of attire. In a few words the Rev. Dr. Gould expressed the thanks of a large audience to Mr. Colquhoun for his very interesting and instructive address.

GRIEVANCES OF SHIPOWNERS.

Half-a-dozen grievances are seriously exercising the souls of shipowners; and the uppermost of them at present relates to the power of detaining overladen vessels vested in the Board of Trade by the Act of 1876, which was passed in consequence of Mr. Plimsoll's efforts. They complain that officers of the Board of Trade, often at the last moment, when a vessel is about to cast off and put to sea, when all expense of putting the cargo on board has been incurred, interfere and pronounce the ship unladen. This Act, it is said, works with needless harshness, and it is alleged that officers of the Board of Trade occasionally permit cargo to be placed on board under their eyes after a safe draught has been reached, there is just cause of complaint. Another grievance relates to tonnage measurement and the load line. The whole theory of the admeasurement of tonnage is unsettled. The principle upon which surveyors proceed in this country is to ascertain the contents of the internal capacity of a ship, measured by a space of two cubic feet, making certain deductions for propelling space. This system is in use in regard to the 39,000 ships which form the British mercantile marine. It is also in use in France, Germany, Italy, and, in fact, in all the chief maritime countries of Europe, as well as in the United States; and it is assumed as a basis of many financial arrangements which could not easily be altered. The majority of the Commissioners who recently examined the subject were in favour of retaining this principle, though they thought that the rules of admeasurement which are now in force should be amended so as to insure greater accuracy in carrying out this principle, especially in regard to iron vessels. Certain of the Commissioners dissented from the report of the majority; and there is no doubt that the existing system of admeasurement has helped to create peculiar forms of naval architecture—in particular, the well-decked vessels—which, in the opinion of some experts, are far from safe. The load line is an old grievance. Many shipowners think the rules relating to freeboard adopted by Lloyd's are more scientific and just than those of the Board of Trade, and they complain of the hardship of detaining or condemning in costs the owners of a vessel the condition of which satisfies the former. To add to the shipowner's troubles, just when he thinks that he has grievance against the Government a movement has begun on the part of the London dock companies in favour of enhanced charges. Shipowners think the time particularly inopportune for such an increase. They argue that if any change is demanded it is one towards a reduction of rates in these days, when cargoes are larger than they were, and when, by the use of steam and hydraulic power, vessels are unloaded more rapidly and detained at their berths a shorter time than they once were. These do not by any means complete the shipowner's troubles. Until a few years ago it was taken for granted, much to his case, that sailors, being wayward and creatures of impulse, were not to be treated as ordinary workmen on shore; and accordingly shipowners were intrusted with exceptional powers to protect themselves against Jack's fickleness. Under the Merchant Shipping Act of 1854 a seaman who refused to go on board his ship might be imprisoned for several weeks. In 1880 this was altered. The consequence has been, according to many shipowners, a remarkable increase in the number of detentions. According to one witness, who spoke of his experience at the port of Cardiff, it has increased fourfold. In fact, we are assured that many seamen treat their agreements with contempt whenever they think it to quit their ships. In 1880 advance notes were abolished, with a view to stop the malpractices of crews; and, though excellent in its intentions, this innovation has also given rise, it is said, to inconveniences.

MAILS EXPECTED.

THE AMERICAN MAIL.—The P. M. S. S. Co.'s steamer *City of Peking*, with the next American mail, left Yokohama for this port on the 21st inst., and is due here on or about the 26th.

THE INDIAN MAIL.—The Indo-China S. N. Co.'s steamer *Arroy*, with the Indian mail, left Singapore for this port on the 23rd inst., and may be expected here on or about the 26th.

PANGTSE INSURANCE ASSOCIATION.

The following is the annual report of the Board of Directors, to be presented at the general meeting of shareholders, announced to be held in Shanghai to-day:—

The directors have the pleasure to submit to the shareholders the accounts of the association for the year ending December 31st, 1882. The net premium earned, less re-insurances, amount to Tls. 388,586.64. The losses paid, less re-insurances, amount to Tls. 135,825.67, and after deducting Tls. 50,000 for interest on shareholders' capital, the rate of 10 per cent., and transferring Tls. 80,000 to special reserve fund to meet pending claims, the balance of the estimated profit on the underwriting account of Tls. 198,760.97 has been appropriated for division among policy holders as a return of 15 per cent. on account of participating premium. In accordance with section 41 of the articles of agreement the directors have declared an extraordinary dividend at the rate of 5 per cent. on capital, payable on the 15th inst., and after providing Tls. 25,000 for the purpose the balance at credit of special reserve fund is Tls. 118,231.00. Shanghai, 17th April, 1883.

FRANCE AND MADAGASCAR.

When the Malagasy Envoys were despatched to Paris in September last, the French press expressed openly and unreservedly a fervent hope that the opportunity would be seized upon to establish the exclusive predominance of France in Madagascar. The correspondent of the *Débat* at Nossi urged that the moment for vigorous action had arrived, and counselled a slight augmentation of the naval force on the shores of the island, and the sending of a small force to occupy the principal customs stations on the coast, which furnish the only pecuniary resources of the Hovas, contending that by these means France would obtain from the Queen "the legitimate satisfaction to which she is entitled"—and his views were highly approved by other journals. This shabby trick was not immediately played upon the Hovas; but Mr. Grévy's energetic advisers have not had long to wait. The arrival of the Envoys was followed by a passage of rudeness and discourtesy almost incredible on the part of a nation that prides itself on the punctilious honour of its public transactions; and now, while the Ambassadors are still absent from their own country, the storm they so greatly feared seems ready to burst upon their shores. The original programme is to be as far as possible retained. It is said the commander of the French Squadron has instructions to blockade the shore and occupy several ports, but not to send troops into the interior, as "the object of the French is simply to force the Queen to recognise the Protectorate of France." No doubt, if Queen Ranavaloa were to agree to this modest proposition, the French Government would be glad to be saved the risk and the cost of pouring troops into the domains of Marshalls Hayo and Tayo; but if, with the examples of Annam and Tahiti before her eyes, she should decline the proffered honour, much reliance is placed on the pugnacity of the warlike Sakalava tribes to accomplish the same end. As it is nominally on their account that France interferes in the affairs of the island, they will be expected to fight the battles of their patrons when called upon to do so; and doubtless by such a lamentable stirring up of race antipathies a state of schism and consequent weakness may be produced which will lay the country at the mercy of a foreign invader, though the Sakalavas have never actually for any length of time refused allegiance to the Hova Government, and have long paid their tribute with peaceful regularity. The unqualified action of France in persecuting this little nation is greatly to be deplored. Not only is it utterly unworthy of her position as a great Power, but the injury which it will inflict on the unoffending island is such as no civilised people can contemplate without dismay. A relapse from Christianity to heathenism, and from civilisation to barbarism, with a general massacre of all the Europeans in the outlying districts, are amongst the probable results, since the Hovas are even now persuading themselves that it is to the foreigners all their troubles are due, and in country regions no distinction is understood between the different European nations. The Hovas are drilling and strengthening their army, and preparing for determined resistance; but the outbreak of war will be fatal to the prosperity of the country, whichever way its tide may turn. It is impossible for England to remain an unaffected spectator of this outrage, for it is impossible to ignore the fact that, like so many of the later enterprises of France, is aimed at extending her dominion, such as the building and subsidising of the fine new vessels of the Messageries Maritimes for the trade with New Caledonia, we, of course, have no quarrel, though by calling in at Aden, the Seychelles, Mauritius, and the Australian ports they will monopolise commerce that would otherwise fall to the share of England. But to "protect"—or to seize—the North-West mainland of Madagascar would be to establish a standing menace to English trade, and to threaten if necessary our communications with India. The hold which this latter possibility has taken on the mind of France is shown by the delight with which the acquisition of Tanjarruh as a set-off against Aden was hailed, and of Tunis as a rival stronghold to Gibraltar, and by the feverish desire displayed to appropriate territory in other parts of Africa and the adjacent islands. This temper on the part of France is too evident to be ignored, even if we were otherwise ready to acquiesce in the unpromising ruin of an independent little State.

THE LAWYER AND THE WITNESS.

Irish witnesses are not usually so tractable, no amount of skill and patience being required to extract a definite answer to the simplest of questions. Nothing pleases you more, loving Irishman better than to bother a lawyer, and the Irish Courts have known many a dialogue like this:—
"You are a Roman Catholic?"
"Am I?"
"Are you not?"
"You say I am?"
"Come, sir, what's your religion?"
"The true religion."
"What religion's that?"
"My religion."
"And what is your religion?"
"My mother's religion."
"What was your mother's religion?"
"She tuk whiskey in her tay."
"You bless yourself, don't you?"
"When I'm done with you, I will."
"What place of worship do you go to?"
"The most convenient."
"My persuasion is as you?"
"My persuasion is that you won't find out."
"What is your belief?"
"That you are puzzled."
"Do you confess?"
"Not to you."
"Who would you write to if you were likely to die?"
"The doctor."
"Insist upon your answering me, sir. Are you a Roman Catholic?"
"And why didn't you say so at once?"
"You never asked me. You said I was a great many things, but you never asked me, you were drivin' crass words and crooked questions at me, and I thought it was manners to put my behavior on your own pattern."

To-day's Advertisements.

FOR SINGAPORE AND MAURITIUS. THE Steamship

"INGO," is POSTPONED till TO-DAY, the 26th inst., at FOUR P.M.
For Freight or Passage, apply to DUNN, MELBYE & Co., Agents.
Hongkong, 23rd April, 1883. [287]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

FOR NAGASAKI. THE Steamship

"GAELIC," Captain Turpin, will be despatched for the above Port, on SUNDAY, the 29th inst., at DAYLIGHT.
For Freight or Passage, apply to F. E. FOSTER, Agent.
Hongkong, 26th April, 1883. [306]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

FOR NAGASAKI. THE Steamship

"BELGIC," Captain Cameron, will be despatched for the above Port, on TUESDAY, the 1st May, at DAYLIGHT.
For Freight or Passage, apply to F. E. FOSTER, Agent.
Hongkong, 26th April, 1883. [314]

FOR SYDNEY AND MELBOURNE, VIA SINGAPORE.

(Calling at PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, and BRISBANE, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIA, PORTS, NEW CALEDONIA and FIJI.)

THE Steamship

"VENICE," Captain Drake, will be despatched as above, on or about THURSDAY, the 3rd May, at FOUR P.M., instead of as previously notified.
For Freight or Passage, apply to GEO. R. STEVENS & Co., Agents.
Hongkong, 26th April, 1883. [299]

FURNITURE SALE.

ELEGANT ENGLISH AND CANTON MADE HOUSEHOLD FURNITURE.

LANE, CRAWFORD & Co. have received instructions from EDMUND SHARP, Esq., to sell by Public Auction, at his Residence, Robinson Road, on

FRIDAY,

the 4th May, at ONE O'CLOCK P.M.,—

THE WHOLE OF HIS HOUSEHOLD FURNITURE,

Comprising:—

DRAWING ROOM: HANDSOME CARVED BOMBAY BLACK-WOOD TABLE, MAHOGANY MARBLE-TOP TABLES, CRETONNE COVERED COUCHES and CHAIRS, OLEOGRAPH, GASALIER, MIRRORS, &c.

DINING ROOM: CARVED SIDEBOARD, WHATNOT, MAHOGANY MOROCCO COVERED CHAIRS, PLATED GLASS and CROCKERY WARE, FENDER and FIRE IRONS, CARPETS, STATUETTES, &c.

BED ROOMS: TEAK and MAHOGANY WARDROBES, MAHOGANY BEDSTEADS, MARBLE-TOP DRESSING TABLES and WASHSTANDS, SECRETAIRE, BATH TUBS, &c.

Also, An ALCOCK'S PATENT COMBINED MAHOGANY DINING and BILLIARD TABLE complete with CUES and BALLS.

A HANDSOME INDIAN CARPET. Choice Collection of PLANTS in POTS, &c., &c.

Catalogues will be issued, and the Furniture will be on view, the day previous to the Sale.

TERMS.—Cash.

LANE, CRAWFORD & Co., Auctioneers.

Hongkong, 26th April, 1883. [329]

Intimations.

NOTICE.

THE GOLDEN SCISSOR, No. 13, POTTINGER STREET.

A. M. ROBIN (LATE OF T. M. LAWSON'S, CALCUTTA.)

TAILOR, Shirt and Breeches Maker and General Outfitter. Mr. ROBIN invites Public Patronage and guarantees a perfect fit at Moderate Charges.

N.B.—Note the address.

THE GOLDEN SCISSOR, No. 13, Pottinger Street.

Hongkong, 26th March, 1883. [324]

STAG HOTEL, QUEEN'S ROAD CENTRAL.

GOOD ACCOMMODATION FOR VISITORS.

ENGLISH and AMERICAN BILLIARDS.

Tiffin at One o'clock Dinner at 7 o'clock.

This HOTEL is centrally situated and within easy distance of the principal landing places.

475] J. COOK, Proprietor.

GUEDES & CO. PRINTERS, STATIONERS, AND BOOKBINDERS, D'AGUILAR STREET.

EVERY KIND OF WORK EXECUTED WITH ACCURACY, NEATNESS, AND DESPATCH ON VERY MODERATE TERMS.

SELECTED MATERIALS FOR MARKET REPORTS.

Book-binding and Ruling in every style executed at low rates. Workmanship Guaranteed.

Hongkong, 23rd August, 1882. [4]

M. GUEDES.

HOUSE AND LAND BROKER, AUCTIONEER, AND COMMISSION AGENT.

No. 35, WELLINGTON STREET, H. KONGKONG.

Hongkong, 22nd January, 1882. [5]

Intimations.

"NOVELTY STORE," MARINE HOUSE, QUEEN'S ROAD.

JUST RECEIVED.

FANCY Decorated Bohemian Glass-Ware. Watch Stands, Toilet and Perfumery Stands of Parisian Manufacture, in great variety and elegant designs.

Fancy China-ware. Card Trays, Pin Cushions and Powder Cases. Plush and Velvet Work Boxes and Perfumery Stands with superior Cutlery and Cut-glass Scent Bottles.

New and Fancy lot of Walking Sticks. Finaud's Perfumery, Soaps, Sachets, &c.

Fancy Clocks Embedded in Porcelain-ware Plates, latest, Novelty of Paris, executed in hand-some and elegant designs.

New Patent Double-action Corkscrews. Ladies' Silk Fringing Machines.

Briar-root and Cherry-wood Pipes with receptacles for receiving and preventing the juice from running into the mouth.

Real Meerschaum and Amber Cigarette Holders. Nickel and Leather Dog Leads and Collars. Fox-tail Dusters.

ALSO THE FOLLOWING, OF AMERICAN MANUFACTURE:—

SWEET CAPORAL CIGARETTES. LONE FISHERMAN CIGARETTES. FRUITS & FLOWERS CIGARETTES.

S. MEYERS, MANAGER.

Hongkong, 23rd April, 1883. [28]

Intimations.

NOTICE.

THE OFFICES of the Underigned have this day been REMOVED to the 1st Floor of 43, QUEEN'S ROAD CENTRAL, above Achue's Furniture Store.

DENNIS & MOSSOP, Solicitors and Notaries Public.

Hongkong, 31st March, 1883. [246]

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the CONSERVATOIRE DE BERGAMO and late of the ROYAL ITALIAN OPERA COMPANY has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Pianoforte.

CHARGES STRICTLY MODERATE.

Address—Messrs. KELLY & WALSH, Queen's Road.

Hongkong, 1st March, 1883. [168]

LOST.

ON WEDNESDAY AFTERNOON between Murray Pier and Government House, A GOLD LOCKET, with MONOGRAM and CRES.

The Finder will be REWARDED, if necessary, on RETURNING the same to the HONGKONG TELEGRAPH OFFICE.

Hongkong, 4th April, 1883. [260]

F. D. GUEDES.

WINE MERCHANT AND GENERAL COMMISSION AGENT.

No. 5, D'AGUILAR STREET.

HAS always on hand a large assortment of CHOICE WINES of the best quality, at Moderate Prices.

Hongkong, 2nd October, 1882. [663]

F. BLACKHEAD & CO.

SHIPHANDLERS, STORE-KEEPERS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL.

HAVE RECEIVED EX-LATEST ARRIVALS.

AMERICAN CAST STEEL SHOVELS, PICKS.

AXES. HATCHETS. ENGINEERS' and HOUSEHOLD HAMMERS.

PATENT BIT BRACES. AUGER-BITS.

D R I L L S. GIMBLETS.

PATENT BRASS PADLOCKS & CHEST LOCKS.

MRS. POTT'S PATENT SADIRONS. COOKING STOVES.

FAIRBANK'S SCALES. FORCE PUMPS FOR SHIPS' USE.

DRILLING MACHINES. BREAST DRILLS, AUTOM. BORING TOOLS.

ANVILS, VICES, AND DRILLS COMBINED. ANVILS.

VICES. HITCHCOCK'S PATENT LAMPS.

GLASS CUTTERS. SCROLL SAWS.

FAMILY GRINDSTONES. BLACKSMITHS' BELLOWS.

&c., &c., &c.

BEST WHITWORTH'S STOCK AND DIES. SCREW WRENCHES.

PLANE IRONS. CHISELS.

HAMMERS. PINNERS.

NIPPERS. DIVIDERS.

RULES. METAL SCISSORS.

METAL SAWS. TUBE EXPANDERS.

OIL FEEDERS. OIL CANS.

SALTER'S SPRING BALANCE SCALES. WESTON'S PATENT TACKLES.

PATENT SOCKETS. DISTRESS SIGNALS.

HOLMES' PATENT SIGNAL LIGHTS. FOGHORNS.

SIGNAL LAMPS. LIFE BUOYS.

BOTTLE WASHING and CORKING MACHINES.

&c., &c., &c.

SPARKLING SCHARHOFBERGER.

FLensburg STOCKBEER.

MARIENHAUSEN BEER.

YEUVE CLICQUOT PONSARDIN CHAMPAGNE.

Hongkong, 7th October, 1882. [10]

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

THE DIRECTORS are now prepared to receive TENDERS from suitable persons for a term of FIVE YEARS, for the lease of the HONGKONG HOTEL, with FURNITURE complete.

The Building (together with a powerful passenger lift), will comprise after the proposed alterations and additions have been completed, viz:—

THE BASEMENT.

Two Grand Entrances from Pedder's Street and Queen's Road. Bag, Billiard, Reading and Smoking Rooms with separate Entrance from Pedder's Street.

A handsomely fitted up Ladies' Room, for the use of visitors and others.

Manager's and General Offices, Kitchens, Store Rooms, &c., &c.

FIRST FLOOR.

A Public Dining Room capable of dining up to 120 persons at the same time.

ONE LARGE BREAKFAST ROOM.

FIVE elegant and beautifully fitted up suite of ROOMS, consisting of a Private Dining Room, DRAWING ROOM, CARD ROOM, READING ROOM, and BILLIARD ROOM.

TEN Bed Rooms with a Bathroom to each.

SECOND AND THIRD FLOORS.

Have each 26 lofty, well ventilated and lighted Bed Rooms, opening on to large Verandahs with a commodious Bath Room for each room.

All the Passages and Corridors throughout the premises are wide and well lighted, most of the furniture will be new and made expressly for the climate.

The special attention of Hotel Keepers and others is drawn to the unusual advantages offered.

Tenders to state sum per annum, and to include taxes. No Tender under \$3,500 per annum will be entertained by the Directors.

Hongkong, 16th April, 1883. [292]

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that a GENERAL MEETING OF THE COMPANY will be held at the HONGKONG HOTEL, Hongkong, on SATURDAY, the 5th day of May, 1883, at TWELVE O'CLOCK NOON, when the following Special Resolutions will be proposed:

1.—That the Capital of the HONGKONG HOTEL COMPANY LIMITED be increased from \$200,000 to \$300,000 by the issue of 1,000 new shares of \$100 each to be issued at par.

2.—That each of the said new shares be paid for by the following Calls, that is to say, The sum of \$50 shall be paid in respect of each of the said new shares on the 20th September, 1883, and the balance payable in respect of each of the said new shares shall be paid at such times thereafter, and in such sums any one of which shall not exceed \$25, as the Board of Directors of the Company shall think fit.

3.—That the said new shares be offered in the first instance in such manner, and at such times, as the Board shall think expedient to the persons who shall, on the 20th day of June, 1883, be the registered Holders of the old or present shares, in the proportion of one new share for every two of the said old or present shares, and accepted, or not, within the time limited for that purpose by the Board, and that any new share, or shares, which shall have been offered in manner aforesaid and not accepted within the time limited for that purpose by the Board, shall be disposed of, and allotted, by the Board at such times, and to such persons, at such prices, upon such terms as to the amount of dividend to be paid thereon, or otherwise, and generally in such manner and way in every respect as the Board shall in its discretion direct in the interests of the Company.

4.—That subject and without prejudice to any direction of the Board to the contrary made in pursuance of the immediately preceding resolution, holders for the time being of the said new shares shall be entitled, as from the date of the acceptance thereof within the meaning of Regulation No. 10 of the Articles of Association of the Company to participate in the dividend for the year 1883 to the extent hereinafter mentioned, that is to say, (a) They shall not be entitled to receive any part of the dividend distributable in respect of the nine Calendar months ending on the 30th September 1883.

(b) When and so soon as the dividend for the three Calendar months ending on the 31st December, 1883, shall have been ascertained and become payable in pursuance of the said Articles of Association, it shall be distributed amongst the holders for the time being of the said old or present shares and the holders for the time being of the said new shares in proportion to the number of shares respectively held by them, and the amount of such dividend to be received by the holders for the time being of the said new shares (unless the said new shares respectively shall be fully paid up estimated, not upon the

